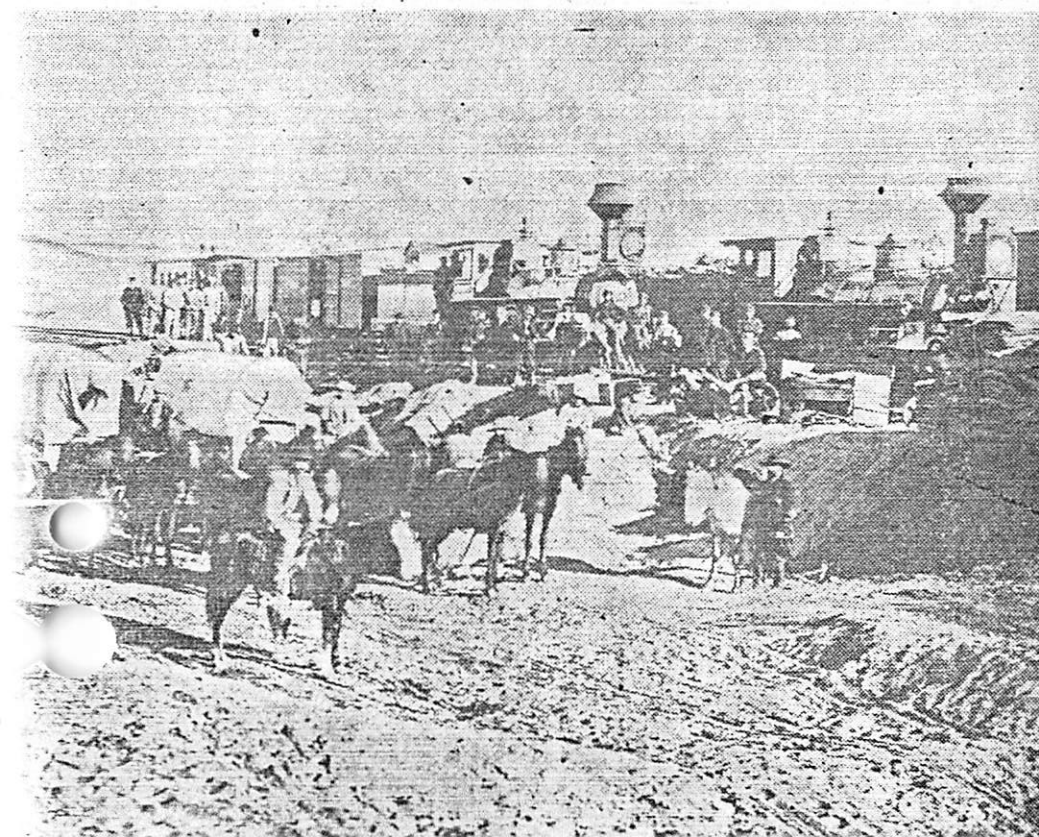


ent's construction train which was used during  
g of Union Pacific. Steel ribbon began to creep westward in about 1865 and did not reach Utah until 1868. Brigham Young undertook a couple of rail- road contracts for Union Pacific, one of which was grading, tunneling, bridge masonry in Echo Canyon.



A construction crew lays track at the 1000-mile tree west of the U. P.'s eastern terminus. Work was hard and life was tough.

# Nothing Serious

by Dan Valentine

I hate to start a war with Dallas, Tex., because those Texas boys are tough hombres, but the honor and pride of Salt Lake City and the Intermountain west are at stake.

A recent survey of well-dressed women in the United States places Dallas girls first, and the Salt Lake women in fourth place.

In between are Chicago and Cleveland.

This we won't stand. We think Salt Lake rates the top spot. Salt Lake girls have a national reputation as being well-dressed. And that goes for girls in other Intermountain West towns, too. The women in Boise and Billings, Mont., are particularly well-dressed, as are the girls in Rock Springs, Wyo., and Twin Falls, Ida.

The survey (which originated in Dallas, naturally) said the Texas girls dressed just a bit "smarter" than women in other places.

However the survey did admit that Salt Lake women had a "knack of dressing with freshness." The report said that Salt Lake women looked "crisp" when they walked down the street.

They hit the nail on the head. Some of our Salt Lake gals dress so crisp they crackle like a dollar's worth of cellophane.

But I can prove that Salt Lake women are the best-dressed in the nation—because Salt Lake men are among the worst-dressed. And the way clothes cost today, both a man and his wife can't both be well-dressed.

Usually the little lady gets the new duds.

Personally, I'm going to get a new suit any year now!

## Talk About Bad Luck

From Jaunita Broman comes this hard-luck story of a Salt Laker who was moving from Salt Lake to Spanish Fork:

Howard Heller was moving to his new home and he took special care to be careful with his brand new electric refrigerator. He placed the gleaming appliance in the van, tucked it in, tied it up.

So what happened? It broke loose, slipped from the van and dropped on Howard's foot.

If that wasn't enough, a few days later Howard lost an expensive diamond ring from his finger.



Dan Valentine



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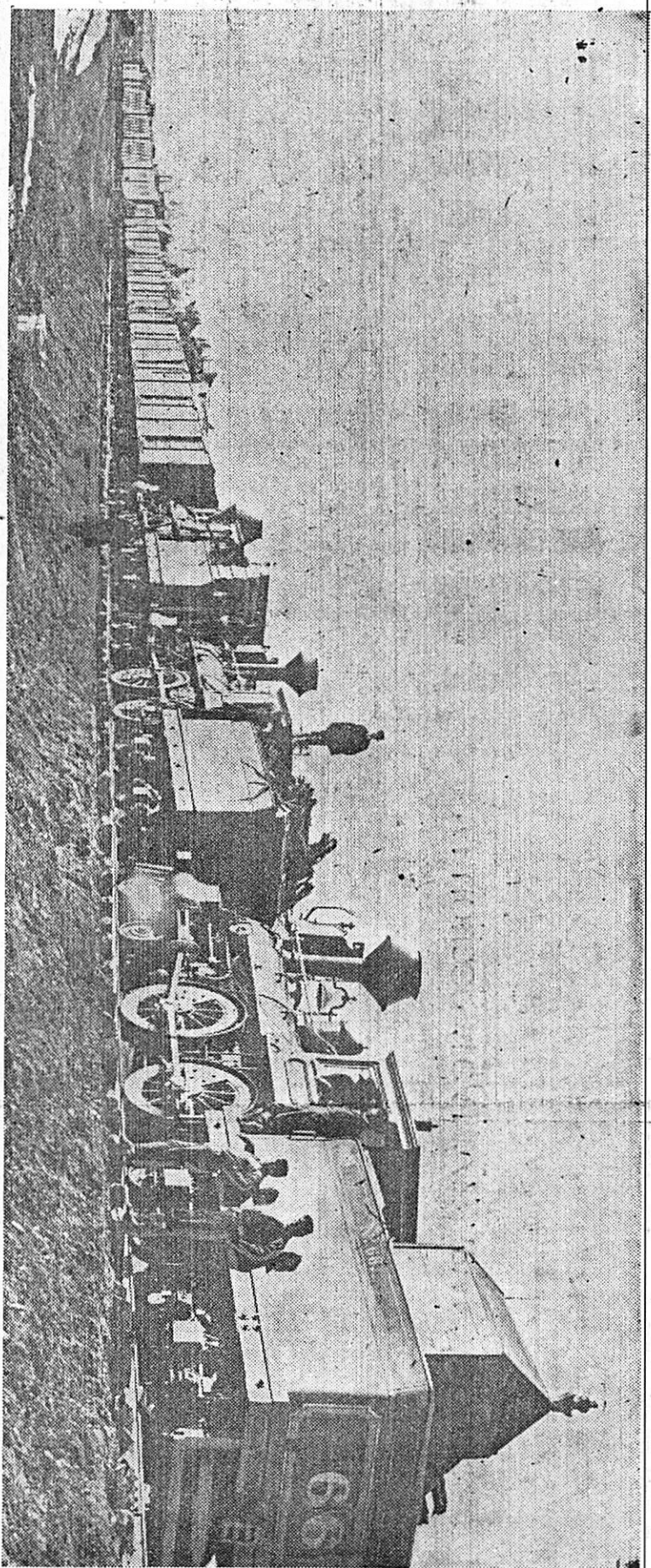
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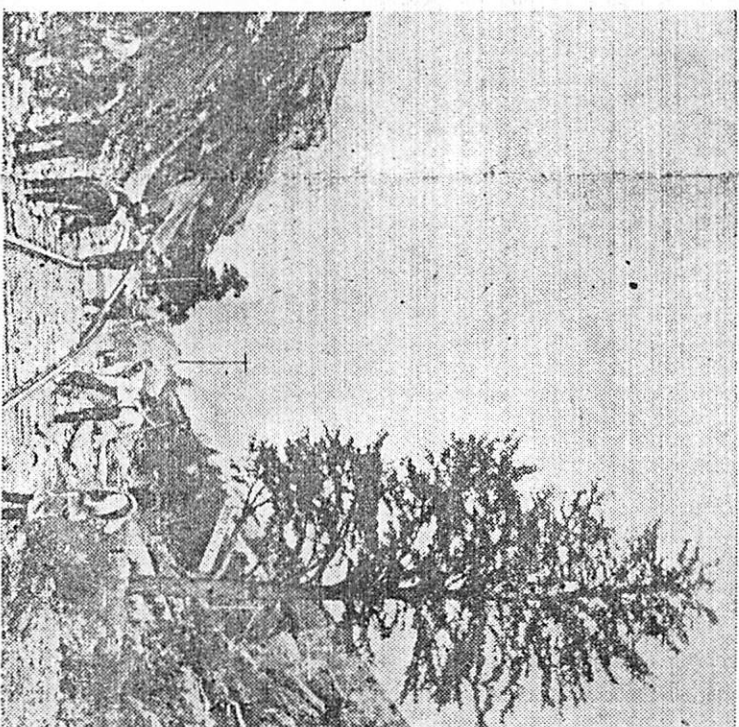
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A construction crew lays track at the 1000-mile tree west of



By 1867 U. P. tracks had reached Archer, Wyo., where this picture was taken. The meeting of the railroad engine and the wagons dramatizes the split between the frontier and the east.



## The LDS church has had an important part in the building of this immense railroad.

The story of the relationship between the Church of Jesus Christ of Latter-day Saints and Union Pacific Railroad is a romantic story. A story that is the saga of the building of the nation.

It is superfluous to say that the past, present and future of the Church and the railroad are closely interwoven. It is a financial, economic and personal relationship. But perhaps you do not realize how many years back this close association dates.

Our story of the Church and Union Pacific centers, of course, in Utah. But records indicate that the Church began to call for a transcontinental railroad some time between 1849 and 1852.

In that year, 1852, the territorial legislature of Utah asked Congress to establish rail service. Thirteen years later steel rails began to move westward from Omaha, Nebraska.

### He Was a Director

The railroad did not reach Utah until 1868, but the church had more than a casual interest in the project long before that date. Brigham Young was one of the subscribers for the original capital stock of

**By Paul Rigdon**  
Curator, Union Pacific Museum,  
Omaha, Neb.

1874 until the time of his death in December, 1891.

At this point it might be well to leave Union Pacific long enough to review the early transportation problem of Salt Lake valley.

### Travel Was Hard

The first pioneer wagon caravan crossed Utah in 1841. Travel was hard and tedious, but from 1847 on thousands of Mormon families made the grueling journey. One member of the church wrote in his journal that he counted the revolutions of a wagon wheel in order to get the exact distance traveled. He did this, he explained, because there was generally a difference of from two to four miles in a day's travel between his estimate and that of his fellow travelers.

The gold rush of 1849 to 1850 brought about a mushrooming demand for supplies and military equipment in the west. Many Utahns entered the freighting business and moved supplies by ox-drawn wagon.

Passengers and mail travel-

However, a great many Mormon immigrants were too poor to travel by wagon train or stagecoach. To help these people, authorities of the church developed a method of travel by hand-cart. Every traveler was limited to 19 pounds of luggage and every able-bodied person was expected to pull a cart. The plan went into effect in the spring of 1856 and by 1861 nearly 4000 persons crossed the plains to Utah by hand-cart.

In 1860 the Pony Express was organized with 500 fast horses and more than 200 men. The route was from St. Joseph to Salt Lake City to Sacramento. In 1861 the Overland telegraph was established and the Pony Express gave way to the march of progress.

That was the transportation picture as the gleaming rails of Union Pacific probed ever closer toward the new commonwealth founded by Brigham Young in Utah.

### He Was Impressed

Long before the first rail was laid at Omaha, Union Pacific sent representatives to Salt Lake City. In 1864, General Samuel B. Reed and several other men traveled to Salt

large in the streets, and every available nook of ground is made to bring forth fruit, vegetables, or flowers, for man's use."

During the years that followed, General Reed found the friendship of Brigham Young to be of tremendous importance. Under order of the church leader, supplies were made available to General Reed and his party wherever they traveled in Utah.

### Visited by an Indian

On one occasion General Reed's camp was visited by an Indian chief. The chief's first words on entering the camp were, "Who are you and where are you going?" General Reed answered that the party was from Salt Lake City and that it was looking for a route for the railroad.

The chief then asked if the party were working for Brigham Young. When he was assured that this was the case, the chief was well satisfied and even stayed for breakfast. This respect for the head of the church greatly impressed General Reed.

When workers in General Reed's surveying party demanded higher wages Brigham

purchased a lot in Salt Lake City . . ."

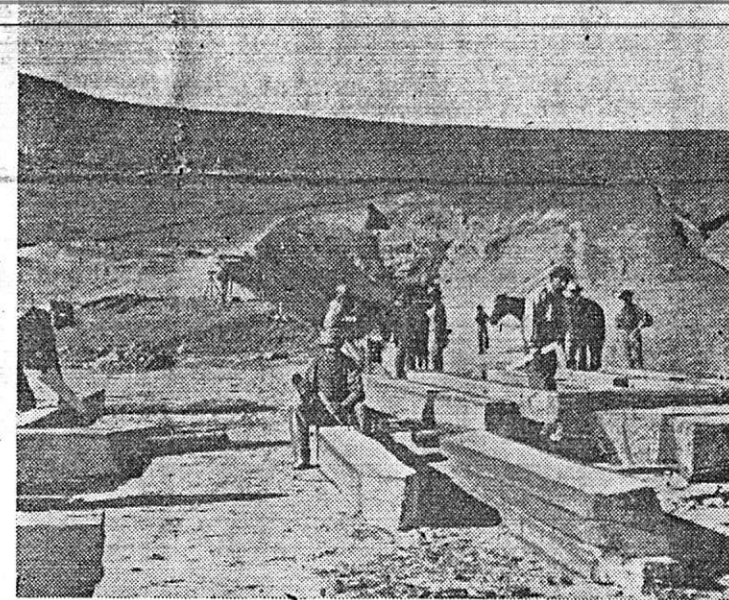
During this visit General Reed signed a contract with Brigham Young for construction work. The church leader was to do the grading, tunneling and bridge masonry on the section of line from the head of Echo Canyon to the mouth of Weber Canyon in eastern Utah. It should be mentioned at this point that the prices asked by Brigham Young under this contract were in many cases much less than those demanded by other contractors.

### Contract Was Extended

One historian reports that Brigham Young realized \$800,000 on this project. In addition, he received \$600,000 worth of left-over railroad equipment.

Brigham Young's contract was later extended to cover grading and bridging from the mouth of Weber Canyon to near Promontory. The heavy excavation over Promontory Summit was done by men working for Bishop John Sharp.

It was at Promontory on May 10, 1869, that Union Pacific and Central Pacific met. The famed driving of the Golden



Tunnel No. 3 at the head of Echo Canyon. It was this stretch of construction that was contracted by Utah's Brigham Young.

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#### He Was a Director

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Bishop John Sharp played a much more active role in the direct management of Union Pacific. He became a stockholder with 50 shares of capital stock in 1874. He also served on the board of directors from

enough to review the early transportation problem of Salt Lake valley.

#### Travel Was Hard

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The gold rush of 1849 to 1850 brought about a mushrooming demand for supplies and military equipment in the west. Many Utahns entered the freighting business and moved supplies by ox-drawn wagon.

Passengers and mail traveling by ox team required several months to cross the plains. But by 1851 stage coaches were making regular trips from Independence and St. Joseph in Missouri to Great Salt Lake City.

#### Rails Probed Closer

A six-horse stage coach could accommodate 14 passengers, mail, express and 25 pounds of baggage for each person. At first the trip took 30 days but the time was later cut to 18 days. The fare ranged from \$150 to \$180 and during the Civil War it reached an all-time high peak of \$350.

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At Salt Lake City, General Reed was to receive help from Brigham Young, who had volunteered to furnish the surveyors transportation. Evidently General Reed was greatly impressed by Salt Lake City, because in a letter he wrote, "I have never been in a town of this size in the United States where everything is kept in such perfect order as in this city of the saints. No hogs or cattle are allowed to run at

to be of tremendous importance. Under order of the church leader, supplies were made available to General Reed and his party wherever they traveled in Utah.

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When workers in General Reed's surveying party demanded higher wages Brigham Young assumed the role of arbitrator. The matter was quickly settled.

#### Signed a Contract

General Reed returned to Salt Lake City in May, 1868, to visit and transact business with the leader of the church. It was in this year that the name "Great Salt Lake City" was shortened to "Salt Lake City."

On this occasion, the general wrote, "Salt Lake has improved materially since 1865. Fine large blocks of business houses and numerous residences have been built. I have

section of line from the head of Echo Canyon to the mouth of Weber Canyon in eastern Utah. It should be mentioned at this point that the prices asked by Brigham Young under this contract were in many cases much less than those demanded by other contractors.

#### Contract Was Extended

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It was at Promontory on May 10, 1869, that Union Pacific and Central Pacific met. The famed driving of the Golden Spike on that day signalized the completion of a transcontinental railroad.

For engineering reasons, both Union Pacific and Central Pacific favored connecting on the north side of Great Salt lake. When this was done, Brigham Young was greatly disappointed. He had hoped that the railroad would pass through Salt Lake City.

#### Mining Boomed

Completion of the transcontinental railroad revolutionized this great territory of the Latter-day Saints. First of all, a flurry of branch-line railroad

Second, the prices of tured goods fell and agricultural products railroad provided a method of getting tures into Utah and crops and stock out to markets. Finally, boomed, since the railroad nished an outlet for ores.

With the equipment received from Union part-payment for construction, Brigham Young Utah Central railroad line was only 37 miles running from Ogden Lake City. Work was at Ogden in 1869 and at Salt Lake City in

#### Proceeded in Sp

In 1871 the Utah railroad was organized principal stockholders such church leaders A. Young, William and Bishop John Sharp line was started at Salt City in 1871. Work in spurts until it reached in 1879.

But the Utah Southern its later extension were ultimately desirable greater things. Before more years had passed railroad was built to Angeles via Milford, and Caliente.

Still another railroad born in those hectic lowing the driving Golden Spike. The Utah Railroad Company organized in 1871 with W. Young, a son of





Engine 3985, based in Cheyenne, was retired in 1959 and refurbished by volunteers in 1981.

## NOSTALGIA

DESERET NEWS, SUNDAY, JUNE 28, 1992

# World's largest operating steam engine will pull 'Pacific Limited'

*Train will be on display at Salt Lake's Union Pacific Depot July 13 and 31.*

The public is invited to ride the rails in mid-July on a nostalgic run from Cheyenne, Wyo., to San Jose, Calif.

Union Pacific's Engine 3985 will pull restored vintage 1950s passenger coaches on a run that has been dubbed the Pacific Limited.

Tickets are available for the entire route or short segments. Examples of short segments include Rock Springs — Salt Lake City,

\$179 per person; Evanston — Salt Lake, \$74; Salt Lake — Wendover, \$79; and Wendover — Elko, \$89. Fares include one-way bus shuttles from Salt Lake to the town of your departure or back to Salt Lake from the town where you disembarked.

The westbound segment from Rock Springs to Salt Lake is July 12. The train continues from Salt Lake to Wendover July 14.

The eastbound Pacific Limited will run between Wendover and Salt Lake July 30 and Salt Lake — Rock Springs Aug. 2.

Most day trips include a continental breakfast and/or box lunch.

Snacks will be available on the train.

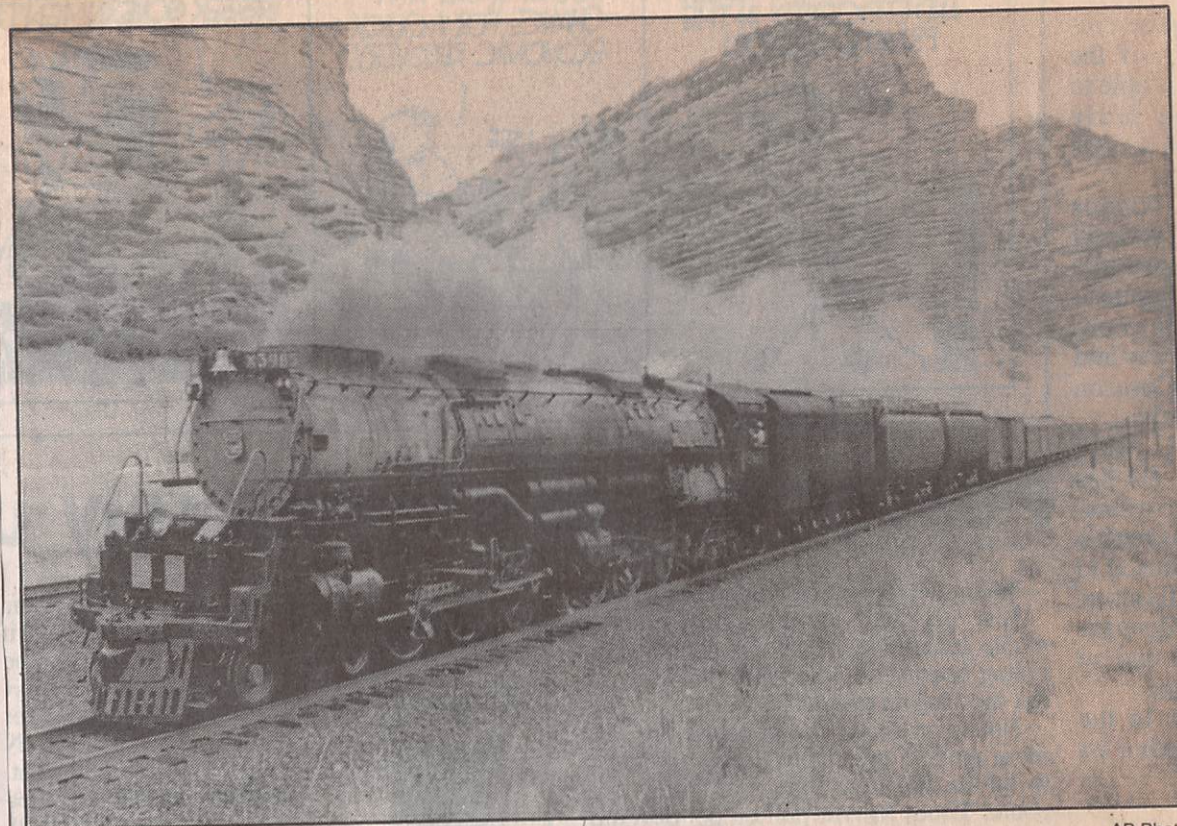
Dome seats run \$50 more per day or \$25 more per segment. Overnight hotel accommodations are extra.

For information call 355-5871.

Engine 3985 is the largest operating steam locomotive in the world. Built in 1943 by American Locomotive Co., the engine was used by Union Pacific for fast freight service and occasional passenger service. It was one of 105 4-6-6-4s CHALLENGER models built between 1936 and 1943.

It was retired in 1959 until it was restored in 1981 by a group of UP employee volunteers. It is based in Cheyenne and is used occasionally for nostalgic rail trips.

The refurbished coaches are air conditioned and well-furnished.



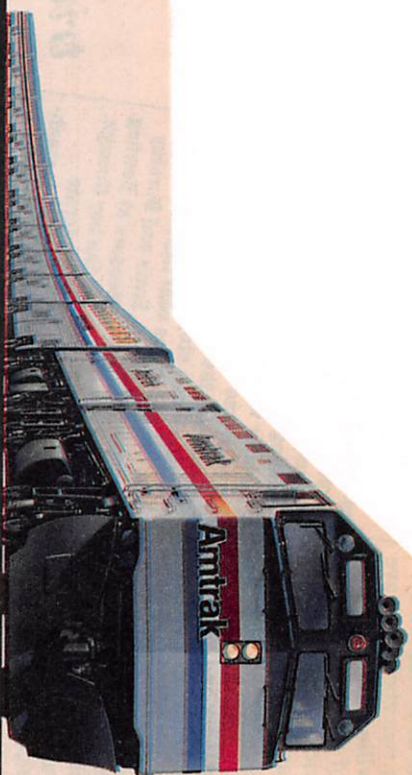
AP Photo

## Traveling through time

*14 July 1992*  
Engine 3985, the world's largest operating steam locomotive, works its way to Salt Lake City, en route to the National Railway Historical

Society Convention in San Jose, Calif. The engine is pulling vintage passenger cars, including three domed observation cars.





# ALL ABOARD AMTRAK

Fare effective 9/16/91-5/21/92. Fares subject to change without notice. \*Must be accompanied by an adult. Up to two children per adult fare. Other restrictions apply.